

THE 8th ASEM CONFERENCE ON COUNTER - TERRORISM

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**COLLABORATION AND COOPERATION IN THE REGION IN
AVSEC ISSUES FOR EFFECTIVELY COUNTER THE NEW THREATS
AGAINST AVIATION INDUSTRY**

(Presented by Viet Nam)

SUMMARY

This paper presents the actions and efforts made by Viet Nam in follow-up with ICAO SARPS to enhance aviation security (AVSEC) to effectively counter the threats against the industry by the closed collaboration and regional cooperation with other ICAO Contracting States as well its proposal for strengthen regional cooperation and collaboration.

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1. INTRODUCTION

1.1 Recognizing the need to sustain and encourage regional initiatives for the promotion of safety, security and other civil aviation matters, the annual Conference on Directors General of Civil Aviation in Asia and Pacific (DGCA APAC) stressed and called upon Asia - Pacific States to continue in providing close support to the existing regional/sub-regional arrangements; and enhance coordination and cooperation between the various groupings and bodies in the Region and over the world.

1.2 Being the ICAO's member, Viet Nam is positively supporting all initiatives and efforts by the international community to protect civil aviation against acts of unlawful interference.

1.3 However, as the AVSEC requirements are vary from State to State, an advanced information system should be considered while the harmonization of AVSEC standards is being processed. In this context, enhancing international collaboration on aviation security issues amongst the ASEM States, including identifying gaps and areas for improvements, as well as capacity building efforts is the ultimate goal that we should pursue.

2. COOPERATION IN THE REGION FOR A SAFER AND MORE SECURE AVIATION INDUSTRY

2.1 Taking into account the terrorist threats against the civil aviation industry have been increasing in recent years and the vulnerabilities to the industry are potentially exposed, Viet Nam point of view is to maintain the closed cooperation and collaboration with States in the Region and over the world to strengthen the AVSEC protective measures and building up a effective structure in protecting the industry against the unlawful interferences.

2.2 Since the events of 11 September 2001 in the United States of America, terrorists have continued to demonstrate an interest in exploiting vulnerabilities in aviation throughout the world. In August 2006, the failed plot to attack aircraft en route from the United Kingdom to the United States of America through the use of liquid or gel explosives. On 25 December 2009, the attempted bombing incident on Northwest flight NW 253 over Detroit reinforced that terrorists are creative, capable and determined and to confirm

that terrorists retain an active interest in aviation as a target. The threat of terrorism to the civil aviation system of one state is a threat to all states. On this basis, international collaboration and cooperation needs to be further enhanced to deal with this trans - national threat effectively.

2.3 Viet Nam confident that by working together with International Civil Aviation Organization (ICAO), through implementing capacity building projects, undertaken by both government and industry, and through maintaining an intelligence led, risk driven and outcomes focused approach to policy development, States can ensure that security regimes are strengthened domestically, within the region, and globally.

2.4 In bilateral cooperation and collaboration, Viet Nam cooperated with China to enhance the AVSEC screening measures for all flight en route to China during the Olympic Games 2008, the National Day in 2009 and Expo Shanghai 2010; collaborated with USA to conduct MANPADS Vulnerability Assessment at Tan Son Nhat International Airport (Ho Chi Minh City) in the beginning of 2008 and deployment of enhanced security controls for all flights depart to Japan upon the information on bomb threat to airlines operating at Fukuoka International Airport.

2.5 In LAGs (Liquids, Aerosols and Gels) screening, Viet Nam has actively cooperated with Australia to deploy Australian LAGs screening legislative requirements for all out-bound flights destined to Australia since 19 September 2008 at the Tan Son Nhat International Airport (Ho Chi Minh City). The LAGs screening including the hand searching of carry-on luggage and the delivery of duty-free items to the boarding gates.

2.6 In 2009, the Civil Aviation Administration of Viet Nam and the Office of Transport Security – Department of Infrastructure, Australia jointly deployed the Australia Viet Name Aviation Security Project (AVASP). This is a joint project that resulted from the efforts to broaden the existing cooperation mechanisms between the Office of Transport Security and the Civil Aviation Administration Viet Nam through bilateral meetings in 2008.

2.7 The Project is planned to deliver aviation security capacity building project in Ha Noi, Viet Nam and in Australia. It includes six activities namely:

- i) Aviation Security Management Course, 19 – 23 October 2009, Ha Noi
- ii) Aviation Security Crisis Management Course, 26 – 30 October 2009, Ha Noi

- iii) ICAO National Aviation Security Quality Control Program Course, 9 – 13 November 2009, China
- iv) Aviation Security Program Assessment Workshop, 23 - 27 November 2009, Ha Noi
- v) Darwin Airport Assessment Visit, Darwin (Australia), 18 - 21 January 2010 and
- vi) The follow-up Noi Bai International Airport Aviation Security Assessment, 1-5 February 2010, Hanoi

2.8 During the course of this project, both the Australian and Vietnamese aviation security professionals had a floor to share mutual experience in aviation security and to learn a different perspective in aviation security. The activities delivered in the Project have equipped Vietnamese attendances with the essential knowledge and skills in various fields of aviation security (AVSEC) including AVSEC management, crisis management, AVSEC quality control airport audit and operator AVSEC programme assessment. All course materials were developed in compliance with ICAO Standards and Recommended Practices with the comparison to the National Aviation Security Programme of Viet Nam.

2.9 All activities were received the broad and extensive attendance of Vietnamese aviation security officers in charge of security protection from various organizations in the industry including regional airport authorities, regional airport corporations and major air carriers of Viet Nam. With the instruction of Australian security experts, all participants have been equipped with ICAO and Australian updated knowledge in managing and controlling aviation security at the end of the course.

3. **FURTHER COLLABORATE TO ENHANCE OVERALL AVIATION SECURITY WITHIN THE REGION**

3.1 To promote and enhance capacity building programmes and training for effective implementation of aviation security measures.

3.1.1 States are encouraged to identify their capacity building needs with regard to aviation security. These could include the development of aviation security legislation and programmes to comply with Annex 17 to the Chicago Convention, training for operational staff and screeners, and technology and information sharing.

3.1.2 States with relevant expertise in areas such as screening and

inspection techniques, detection of weapons, explosives and hazardous materials, airport security, behavioral detection, screening and credentialing of airport employees, human resource development, and research and development of relevant technologies may offer to provide assistance to States in need on either a bilateral or multilateral basis. In terms of multilaterally based assistance, States may provide this information on capacity building to the ICAO Regional office which may leverage on the findings of the USAP to assist to correct deficiencies.

3.1.3 The Region should create more opportunities to share best practices and exchange expert views and ideas through forums such as aviation security workshops, conferences and seminars. This will help raise awareness to learn from each other's experiences and challenges. Industry participation will be included whenever feasible to widen the knowledge sharing platform.

3.2 To promote the use of modern technology

3.2.1 States are encouraged to utilize modern technologies to detect and prevent the carriage of prohibited materials onboard aircraft and to enhance the measures and processes for aviation security, where applicable and with due respect for the privacy and safety of individuals.

3.2.2 States are encouraged to collaborate with each other to develop new technology that can be applied to address aviation security needs.

3.2.3 States are encouraged to share information on their operational experiences in the use of modern technologies.

3.2.4 Viet Nam believed that the collaboration with other States through these initiatives shall built up practical aviation security measures to address the challenges faced.

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